

Feb. 17.
SENATOR LODGE'S POSITION.

Would Have Canada Withdraw Bounties and Obnoxious Regulations.

Still Doubt Whether Vote Will Be Reached at This Session.

The Canadian reciprocity measure will be considered by the senate committee on finance at a special session to be held on Saturday. It is not likely that the bill will be disposed of in the committee in one day, although all its members are agreed that action shall not be delayed unnecessarily.

Senators Lodge and Smoot, who are members of the committee, assured President Taft yesterday that the bill would not be smothered in the committee, regardless of how much opposition there might be to it.

Senator Lodge would not say positively yesterday whether or not he would consent to become the sponsor for the Canadian reciprocity bill now before the senate. He said the matter had been suggested to him, but that the president had not pressed him to take up this fight. This, he said, after a conference with the executive this morning.

The fact is, Senator Lodge is not quite in sympathy with the whole measure. He would rather see the bill require the Canadians to withdraw their bounties to their fishermen and remove the obnoxious fishing regulations before the Americans open their markets to free Canadian fish. He said this much yesterday.

The opinion gains ground that no vote will be reached in the senate on reciprocity at this session. It was learned yesterday that both Senators Lodge and Crane shared this view. This will certainly be the case if there is any organized fight against the McCall bill. If the insurgents and others who are against it content themselves with voting their sentiments rather than stand up and seek to de-

feat the bill, there is a chance for a vote.

A meeting of the senate finance committee has been called for today. It will be determined then whether or not Senator Burrows, the acting chairman, or Senator Lodge will report the McCall bill.

From present indications the bill will be returned to the senate about Wednesday, and certainly not later than Thursday.

Senate leaders are not sanguine of reaching a vote and many of them are inclined to the view that an extra session cannot be avoided.

Whether or not there will be an extra session remains just as much in doubt now as it has been from the first. The president is being censured by some for not definitely saying that there will be an extra session in case a vote is not reached on the reciprocity bill before March 4.

Ottawa Government Expected to Take Early Action.

To keep pace with the rapid progress of legislation on the reciprocity agreement at Washington, the Canadian government decided yesterday to insist upon a continuation of parliamentary debate on the question instead of postponing it until next week.

The opposition continued to use Champ Clark's speech as a club against the government, despite the explanations from Washington. Their arraignment of the liberals on the ground that they were about to take a step that would lead to the breaking of the ties that bind the empire together, was met by a touch of patriotism on the government side when William Pugsley, minister of public works, announced that hereafter the British flag would be unfurled every day on all public buildings in the dominion.

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SAVED SCH. JUBILEE FROM WRECK

Craft Was Drifting Helplessly in Harbor at Pubnico, N. S.

Captain of Canadian Cruiser Aided Vessel in Teeth of Gale.

A very much appreciated piece of work was done recently for an American vessel in distress by the Canadian cruiser Lansdowne and it is safe to say that the merry captain of this latter craft will be held in high remembrance by captain, crew and owners of the aided vessel.

Sch. Jubilee, Capt. John Swim, of this port, which was out on a Georges handline codfishing trip, got used pretty hard in some of the recent heavy gales which swept the banks and suffered to such an extent that it was necessary for her to go to land. Her rails were stove and some of her chain plates were carried away and some of her sails were torn. She had lost one anchor and some cable and had also broken the fluke off the other anchor.

In this condition she made harbor at Pubnico, N. S., and anchored just about in time to take the full benefit of the blizzard which swept the Cape Shore last week, the worst gale of the whole season on that coast.

The daring act of the captain of the Lansdowne was a gallant exemplification of the brotherhood of the sea, the bond which knows no severing when a fellow mariner is in trouble. It was a generous, heroic effort in the face of the worst gale of the winter and without doubt it saved lives, to say nothing of property.

The Jubilee was enabled to make repairs at Yarmouth, under the direction of Capt. Alden Geel of this city, and will now be able to continue her voyage.

With her crippled anchor down as her only ground tackle, the Jubilee went adrift right in the harbor, and at the mercy of wind and wave, was drifting down across the bows of other crafts, to hit which would have meant most serious disaster to them as well as herself. Even provided she cleared them, there was only one end for her, and that was to bid up on the rocks of the shore, and this meant destruction of the craft and perhaps the loss of all on board.

At this juncture, the captain of the

Lansdowne, which was at anchor in the harbor, riding out the gale, saw the predicament of the Jubilee, and like a true son of the sea, he thought only of giving aid. In the quickest time possible, at his hurried order, the anchor of the Lansdowne was weighed and in the very teeth of the gale, she was steamed after the helpless Jubilee and secured her before she could do damage to any other craft and before she reached the rocks, which meant her own destruction.

Captain of Cruiser Towed Disabled Schooner to Yarmouth.

After the gale, the captain of the Lansdowne, seeing the half-wrecked condition of the Jubilee, continued his good samaritan act, passed out a good stout hawser and took her in tow, making her to Yarmouth, where she could make the necessary repairs.

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STORMY WEATHER THE ENTIRE TRIP.

SCH. CATHERINE BURKE LOST TWO ANCHORS IN GALES ON ST. PETER'S BANK.

Like many other Gloucester halibut catchers sch. Catherine Burke which arrived here via Portland yesterday, encountered all sorts of stormy weather on her trip. She came into Portland with 24,000 pounds of halibut from St. Peter's bank. The speedy vessel battled against gales from every point of the compass, two of her large anchors with 40 fathoms of cable were lost, and four skates of gear were swept away during the 30 day trip. Capt. Augustus G. Hall said that the trip had been the toughest of his long experience.

Four weeks ago last Monday the Burke sailed from here and while her crew was successful in getting 24,000 pounds of halibut and 2000 pounds of salt fish, they say that they earned every penny they will receive for their work, and one member of the crew stated that they would earn their money even if the fish was sold for a dollar a pound.

Fortunately three anchors were carried by the vessel, as during her stay at St. Peter's bank two of the anchors were lost during severe gales. A large amount of extra cable was also stowed away in the hold and 150 fathoms of new cable was given to Capt. Jack McKay of the sch. Preceptor last Saturday when that vessel was met by the Burke on St. Peter's bank.

The Preceptor had encountered the same sort of weather, and as Capt. McKay had lost a lot of cable, Capt. Hall let him have 150 fathoms. The Preceptor had also been unable to do a great deal of fishing as when she was hailed by the Burke she had only about 2000 pounds.

Sent Trips to Boston by Rail.

Sch. Mary C. Santos was at T wharf Wednesday, and Capt. Manuel C. Santos told a story that illustrated how and with what profit at times some of the fishermen work. Since the storm began two weeks ago, Capt. Santos, like many of the other Provincetown captains, has been obliged to run into that harbor for shelter while the gales were fiercest. Idleness is as galling to the captain as to his men, and when there was a lull in the storms, they ran out and made a quick set of the trawls, and then put back to Provincetown, and sent their catch to Boston by rail. Three times he was able to do this, and the three sets made \$2200 stock for the schooner.

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Saved Only Portion of Trawls.

Capt. Jere Shea had the big schooner Regina at T wharf Wednesday morning, and one of his first visitors was Capt. Perry of sch. Josephine de Costa, who had been obliged to leave a lot of his trawls out when he ran into Provincetown about a week ago for shelter. It was thought that Capt. Shea had picked up the trawls, but Capt. Perry was disappointed. Capt. Shea had found only six of the trawls, and had these aboard the Regina, but the rest had been drifted off by the gales, and it will cost Capt. Perry several hundred dollars to replace them.

Provincetown Vessels.

The Provincetown schooner Arbitrator is fitting out for fishing at home, and sch. Frances V. Silva will come to this port to fit out for fishing on Georges. Capt. Manuel C. Alves will take charge of her at Provincetown and sail her across the bay to this port.

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HADDOCK PRICE WAS INCREASED.

ALTHOUGH T WHARF DEALERS HAVE GOOD SUPPLY OF FISH FOR WEEK END.

Although the last of the week is in sight and the dealers have a good supply of fish, the price on haddock took a raise this morning, off shores that yesterday sold for \$2.05, bringing \$2.80 this morning when the bell rang. Cod were down a bit, selling at \$3.50 and \$4.25 for large, while pollock and hake held strong, as they have been all the week.

Of the dozen crafts in the dock at 7 o'clock, only one was from off shore, and her fare did not overload the market. The market boats in had but ordinary fares. Schs. Metamora and Hattie F. Knowlton came in about 3 o'clock, and their catch is not reported.

Boston Arrivals.

The receipts and prices in detail are: Sch. Mabel Bryson, 3000 haddock, 8000 cod.

Sch. Priscilla, 3500 haddock, 6000 cod.

Sch. Elizabeth W. Nunan, 12,000 haddock, 1000 cod, 1000 hake.

Sch. Victor and Ethan, 10,000 haddock, 2000 cod.

Sch. Catherine and Ellen, 47,000 haddock, 3000 cod, 3000 hake.

Sch. Rita A. Victor, 7000 haddock, 200 cod, 1000 hake.

Sch. Tecumseh, 5000 haddock, 900 cod, 1200 hake.

Sch. Margaret S. McKenzie, 2000 cod.

Sch. Isabel, 2500 cod.

Sch. Manomet, 3000 haddock, 1000 cod, 3000 hake.

Sch. Ida S. Brooks, 8500 haddock, 1800 cod, 2000 hake.

Sch. Mary E. Silveira, 8000 haddock, 500 cod, 800 hake.

Sch. Metamora.

Sch. Hattie F. Knowlton.

Haddock, \$2.80 to \$3.25 per cwt.; large cod, \$3.50 to \$4.25; market cod, \$2.50 to \$3; pollock, \$4; hake, \$4 to \$6; cusk, \$2.50.

Portland Fish Notes.

The following fish arrivals were reported Tuesday: Albert D. Willard with 4000 for the F. S. Willard Company; Topsail Girl, 10,000; Bernie and Bessie, 3500; Pantooset, 4000. Some of the boat fishermen were also in with moderate catches. Capt. Frank Mountfort's shop was also in with 9000 pounds of pollock. The Topsail Girl will not make a very big stock having lost five tubs of gear. She was obliged to leave her trawls off Monhegan on Sunday last during a heavy snow squall and was unable to find them on her return.

A large number of fishing vessels were at Portland Wednesday morning with the result that about 60,000 pounds of mixed fish was landed at the wharves during the forenoon. All of the vessels encountered rather rough weather Sunday and sch. Albert W. Black came in with a broken main boom as the result of being struck by a squall. The vessel was off Seguin at the time and the men were just coming on board from their dories. Fortunately none of the men were injured and the boom was temporarily repaired so that the vessel could get in to port. While there were not many large fares landed by the vessels of the fleet every vessel had some fish so the amount landed was the largest to be brought in for more than a week. The vessels and their fares were as follows:

Sch. Mertis H. Perry, 5000 lbs.; sch. Hoekemock, 5000 lbs.; sch. George H. Lubee, 12,000 lbs.; sch. Albert W. Black, 12,000 lbs.; sch. Eva and Mildred, 6000 lbs.; sch. Lochinvar, 11,000 lbs.; sch. Fannie Reed, 4000 lbs.; sch. Edmund Black, 6000 lbs.

Fresh Pollock Popular.

Boston fish dealers are wondering at the increased popularity of pollock this year. Not long ago it was almost a drug on the market, but last spring there came a sudden demand for it and since then the market has been pressed to supply the call. This does not appear to effect the call for other fish, and haddock still holds its high place among consumers, while cod and hake seem to have as many who want them as before. Cusk is a sort of luxury for which there is always a demand and never too much to sell. It is a cold weather fish, and the dealers are never afraid to buy it, and the few that come from cold, deep water in summer go as readily as the larger quantity in winter and spring.

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HOW CAPT. MCFARLAND FOUND IT

Sentiment of Nova Scotia as Shown
by Conversations.

Mingled With the Fishermen in All
Parts of the Province.

Capt. John W. McFarland of this city has returned home from two months business trip to Nova Scotia, during which he visited practically all the places between Yarmouth and North Sydney. He has had an excellent opportunity of meeting with the business people and fishermen in particular and the people generally, and being there while the reciprocity agreement was being framed and also when its provisions were made public, as well as learning at first hand exactly what they thought of it. He had opportunities of talking with them on the subject and also of hearing them discuss the matter among themselves. He says that all along the coast, from Cape Sable to Cape North, they are feeling jubilant—more so than he ever saw them before.

They are building new vessels as fast as they can get them built, and the shipyards have all the work they can do and enough ahead to last them through the whole season. The crafts

was said that one of the great banks was backing the syndicate who are going into the fishing business on a grand scale and have a big fleet of vessels which will be in commission in 1912. This fleet they calculate to use in the winter in running to the Boston market and also in the summer to run salt fish here for a season, but as soon as they get their great packing plants built, they will have the salt fares landed right at home. They made no bones of saying that they were going after the salt fish trade everywhere and would put agents in the large cities of the United States.

The captain says that many times he did not enter into the conversation, but just sat and listened to what was going on, thus hearing them talk among themselves what they were going to do. They talked freely that "Gloucester would be wiped out or would have to come to Nova Scotia to do business." The only thing that seemed to worry them was that our Congress would not pass the measure. They said the bill was "too good to be true," and feared that "the people of the United States would never stand for it."

Will Erect Fish Packing Plants as
Soon as Possible.

During the trip the captain stopped at North Sydney, Halifax, Lunenburg, Mahone Bay, Lockport, Liverpool, Snelburne and Yarmouth and many of the small fishing places in between and everywhere, he says, the feeling was the same. From what he learned, he felt sure that if the measure passes, there will be a lot of green fish brought to this port this coming season by Nova Scotia bankers, but the business men were figuring that they could get their big packing plants up in a year and ready to do their own cutting and shipping, and then would be able to take care of all the green fish their fleet could produce, so their vessels would then be running to home ports and not to Gloucester. They figured also that with their plants in operation and a greatly increased fleet, they would be a long ways ahead of any Gloucester concern, which should come down there to operate, as they are figuring that some of them will have to do.

Said one of the big fish men to Capt. McFarland, "why, just look at it. Here we have shipping facilities equal to yours, our government ready to assist us, we are nearer the fishing grounds, nearer the bait supply, we can build our vessels cheaper than you can, fit them cheaper and run them cheaper. Now, if this bill passes, we will have your markets as freely as yourselves. We certainly will have an advantage, a big advantage, and you people will have to come down here to do business."

Capt. McFarland says it is a mistake to think that Lunenburg, the principal fishing port, is growing rapidly, for he was told while there that with more vessels, there were less people there now than there were 10 years ago. The men who man the big bank fleet do not live there, but in towns and settlements elsewhere, outside, and come there in the fishing season.



CAPT. JOHN W. MCFARLAND,
Who Tells of Nova Scotia Sentiment
on Reciprocity

they are putting up are of the latest models, large and speedy—just like our own, and those who are having them built make no secret of the fact that they are not going to be laid up in the winter, but are going to tend the Boston fresh fish market.

Admit That They Will Compete in
Boston Market.

Indeed, the captain says, at some of the ports, it was a common thing to hear the fish men and fishermen also tell among themselves of how "so and so" was going to have this one and "so and so" was going to have that one next winter to run fares to T wharf.

At Halifax, the captain says, there are many business people, with all the capital they want behind them. It

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HALIFAX FISH MERCHANT IN GLEE OVER FISHERY OUTLOOK.

Shows How Nova Scotia Fleet Will
Work to Supply American Market.

Predicts Control of Cured Fish Mar-
ket Will Be Taken From Here.

Long before the reciprocity measure was enacted, and while it was being considered, some of the leading vessel owners of Nova Scotia told how the fishing business of the whole South Shore of Nova Scotia would take on new life, should the measure contain anything of a free fish clause. The leading papers down there took the same view of the situation.

All these interviews and other articles from the Nova Scotia papers were published in the Times, as being of great moment here.

In some quarters these articles and expressions of the Canadian fish people as to what they would be able to do under reciprocity, if they got it, were laughed at.

Now the reciprocity measure has been agreed upon between the two countries, and free fish is one of its leading provisions, and is in a fair way of being enacted into law, according to reports from Washington and Ottawa, but even before it passes the Canadians cannot withhold their expressions of glee as to what is to happen when its enactment comes.

In the Halifax Chronicle of Wednesday was a long interview with Howard Smith, of the firm of N. & M. Smith of that city, which concern is one of the largest fish exporting houses, not only in Canada, or North America, but in the world, a great conservative house with business relations everywhere; a concern which would not give an interview or make the statements like the following unless it knew that it was speaking correctly.

Nova Scotia Will Have Cream of the
Business.

The interview is, in many ways, a most remarkable one. Mr. Smith frankly says that they will have the cream of the fishermen, admits that they can build and fit their vessels for 40% less than we can in Gloucester, that in five years Nova Scotia will have a fleet of 500 bankers, that the green fish will not come to the United States except in the form of package fish put up by Nova Scotia concerns, that Gloucester will not have a "look in" on the Porto Rico market, that Halifax will take from Gloucester a good proportion of its present control of the fish situation in the United States; in short that Gloucester will be driven practically off the fish producing and supplying map of North America.

Here is what Mr. Smith says. Read

it, every word of it and then think it over:

"I cannot see why nine-tenths of the people of this country should not be overwhelmingly in favor of reciprocity. Under reciprocity and with up-to-date methods there is no reason why the fish catch of Nova Scotia should not run up to one million quintals yearly."

"It is estimated that under the new arrangement the United States will remit in duties \$4,350,000 and Canada will remit \$2,500,000 or in the proportion of about two to one. I would not be afraid to prophesy that inside of five years the proposition will be five to one in favor of Canada in the amount of business done.

How the Political Aspect Appears
Over the Line.

"Looking at the arrangement from a political point of view, we find the Republicans were elected on a platform of revision of the tariff downwards; by the time the new schedule was submitted to the House of Representatives and the Senate, it was found that the revision was upwards instead. What happened? By the time the election came on last year the cost of living had increased so that the Republicans found themselves practically bowled out, and the Democrats were virtually in power.

"President Taft, who had been hitherto more or less carrying out the policies of his predecessor had not evolved any policy to denote individualism, but felt the need of doing so. He saw that unless something was done to appeal to the man in the street, there would be no hope for the Republicans for years to come. So he turned to reciprocity, as a means of reducing the cost of living. It looks as though both Democrats and Republicans would be obliged to support this measure. Any group opposing it will be marked men and will find this out when the electors get a chance at them. For those reasons I believe we shall find the measure will go through congress this season.

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Vessels sailed.

Sch. Harmony, haddocking.
Sch. Georgia, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Independence II, salt trawl banking.
Sch. Arethusa, salt trawl banking.
Sch. Teazer, halibuting.
Sch. Senator Saulsbury, Georges handling.
Sch. Indiana, New York.
Sch. Senator Gardner, Boston.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.
Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.
Bank halibut, 13c per lb., for white, 10% for gray, with the heads off.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.
Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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HARBOR BARE OF RECEIPTS.

MARKET FISHERMEN ARE EX-
PECTED IN BEFORE DAY
IS OVER.

There have been no fish receipts here since last report, although it seems that before the day is over many of the market boats will be stringing in as it does not look like a fish day outside, with the wind to the eastward.

Today's Arrivals and Receipts

The arrivals and receipts in detail are:

Sch. Francis V. Sylvia, Provincetown.
Sch. Aspinet, via Boston.
Sch. Mary F. Curtis, via Boston.

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NEWFOUNDLAND IN ICE GRASP.

SERIOUS SITUATION CAUSED BY
CONTINUED COLD AND
STORMY WEATHER.

Extreme cold and stormy weather has prevailed to the eastward of late and the situation caused thereby on some parts of the Cape Breton and Newfoundland coasts is serious indeed.

The inhabitants of Flint Island, off Cape Breton, are displaying signals of distress and every effort to reach them from the main land and relieve their sufferings has proved unsuccessful, on account of the great fields of ice which hold the coast there, secure in their grasp. The government steamers and ice breakers were driven back, and of these latter, the Stanley, is herself frozen in at Low Point. When she is freed, she will make an attempt to reach Flint Island and will also go to the relief of the piers at Port Hawkesbury, which are also tight in the ice grasp.

Ice conditions about the straits of Northumberland, Cabot straits and the Gulf of St. Lawrence are particularly severe at present. The steamer Bruce which maintains the passenger and freight service between North Sydney and Port-aux-Basques, N. F., is frozen in the ice in Cabot straits.

At St. John's, N. F., five steamers are ice bound, some outside and some in the harbor. The entire eastern Newfoundland seaboard is choked with great ice floes so there is hardly a port that is navigable.

As showing the force of the recent gales and the wide spread area of the ice, sch. Cardinia, a staunch craft, has just arrived at Halifax, N. F., having been 18 days getting there from Harbor Breton, N. F., a distance which could easily be covered in three days sailing under ordinary circumstances. She was driven 200 miles off her course, way to the southward of Sable Island, had her sails torn and lost her deck load of herring.

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Good Haddock Stock.

Sch. Mary F. Curtis, Capt. Henry F. Curtis, stocked \$1500 on her recent haddock trip, the crew sharing \$36.44 clear.

Frozen Herring Fleet.

Sch. Indiana has sailed for New York and will discharge her cargo of frozen herring at Fulton Market.

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Captured Big Shark.

The fishing steamer Carrie and Mildred, which is engaged in seining for haddock off Cape Elizabeth came into Portland Thursday with only about 1500 pounds. On pulling in their nets Thursday morning the crew were surprised to find entangled in the meshes a gigantic shark, still alive but too far gone to put up much of a fight, and he was pulled aboard the steamer with little difficulty. He measured about nine feet in length and weighed apparently about 800 pounds. In his struggles to escape the shark had torn the net badly and had about a peck of it in his mouth when he was hauled aboard. The shark was an ugly looking customer, but was not a man eater, being of the ground or mud species.

First Eastern Salmon.

A feast for fish epicures, the first green eastern salmon, arrived yesterday at Boston on the Yarmouth steamer. There were four boxes of salmon with some six fish in them. The fish are not likely to be put on the market as the dealers who handle them have standing orders from clubs and hotels for the first salmon, and the price will necessarily put them beyond the reach of even the well to do. Their coming, however, marks for the market the near approach of spring.

Caught Cod School.

The steam trawler Rippie, Capt. Michael Greda, was fortunate enough on her last trip out, to strike a school of codfish, and swept in her net, 15,500 pounds. This is the largest catch of cod any of the steam trawlers has made since they gave up fishing on cod grounds and went to the haddock grounds where the bottom is smooth and the nets do not tear. The explanation given is that the Rippie's net happened to sweep in a school of cod that was passing over the smooth bottom to reach their usual haunts.

Herring Cargo at Halifax.

Sch. Renown, from Harbor Breton, N. F., with 300 bbls. salt herring, 50 bbls. frozen herring, 50 bbls. pickled herring and 102,000 pounds of salt cod, arrived at Halifax, N. S., on Monday.

Halibut Prices at Portland.

The fare of halibut of sch. Catherine Burke, landed at Portland on Wednesday, brought 12 cents per pound for white, 8 cents for medium grays and 7 cents for large grays.

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Russia Stirs up Fish Question.

Russia has stirred up a "fishery question" which interests all Northern Europe. The government has introduced a bill in the Duma to extend Russian jurisdiction to 12 miles from low water mark in the White Sea. Forthwith Great Britain, Germany, Denmark, Sweden and Norway have remonstrated, and Japan has ranged itself with them. The local ground of remonstrance is that Russia is seeking to discriminate unduly against their fishermen, but the broader basis of objection is that the limit now accepted by international law, three miles, must be respected, or chaos on coasts will come again.

EXTRA SESSION MAY BE CALLED

Growing Belief That Reciprocity Action
Will Be Postponed.

Toronto Fish Firm Arranging to
Supply Chicago Markets.

The reciprocity measure still continues to be the all absorbing topic at Washington. In this city, the committees which took up the work against the bill as soon as its provisions were announced, are still at it and working in every way in their power to place Gloucester's side of the case before the people, and the senators, too. Because the measure passed the house, the committee did not lay down and give up, but went at its task with redoubled vigor.

Yesterday the working committee met and this evening the general committee will meet at 8 o'clock and take action on some important matters.

There seems to be a general feeling all over the city that somehow or other the chances are good for this reciprocity measure becoming a law without some amendments to the free fish clauses.

Extra Session of Congress Probable.

A Washington dispatch says: "The filibusters in both senate and house today have so aggravated the legislative situation that sentiment is almost universal in congress and elsewhere that there will be an extra session. It was felt that the situation would undoubtedly tend to make impossible rapid disposition of the reciprocity measure, although it was conceived possible that the senate might suddenly elect to pass the McCall bill in the last hour of the session."

"But members are gradually becoming resigned to an extra session except the high stand-patters who do not want the McCall bill passed nor yet an extra session with its certain prospects of immediate tariff revision, predicting all manner of very bad things the wicked democrats would perform, even to a passage by them of a garbled reciprocity measure."

"Many hard things have been said today about Congressman Bennett of New York, author of those Canadian annexation resolutions that have proved so disturbing. Not least among those exasperated is the administration whose friend Bennett purports to be. It was, of course, recognized as part of the scheme to antagonize the final

acceptance of the Canadian reciprocity agreement in Canada."

Toronto Firm Looking for Chicago Trade.

"That Canadian capitalists and fish men are alive to the exceptional opening which the passage of the reciprocity measure would give them is evidenced by a dispatch received yesterday from Chicago, by the Times. The message is from a former Gloucester man and one who is in close touch with the business and political situation in Chicago. The message reads:

"That Gloucester's fears of invasion and demoralization of the American market by free fish are well founded seems borne out by the receipt of a communication by Mayor Busse of this city from a Toronto firm, in which the latter announces its intention of taking advantage of the measure if it passes. The salient portion of the concern's message reads: 'Our company is being organized to establish a line of steamers to carry fresh codfish in cold storage to all American cities along the Great Lakes. Will your city agree to take your supply from us at 4 1-2 cents per pound?'

Opposition to the Measure Developing in Canada.

An Ottawa dispatch says: The continued talk of annexation, kept alive by the opposition journals today is causing deep resentment in Canada and, according to some of the leading supporters of the government, may jeopardize the reciprocity measure now before parliament.

It is recognized that the reciprocity agreement is popular throughout Canada and will produce material results. But the sentimental feeling overshadows it, and the suggestion from the South that the agreement that is the first step toward depriving Canada of autonomy, is resented.

The Manufacturers' Association, one of the strongest organizations in Canada, although not affected by the terms of the agreement, has taken alarm from the idea that free trade in agricultural products will lead to free trade in manufactured articles and has organized a movement against the measure now before parliament. It is an undeniable fact that the fight in Canada has developed bitterness which was not expected when the agreement was brought back from Washington by Messrs. Fielding and Patterson.

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FLEET STRUCK HADDOCK SCHOOL

SOME OF BOSTON MARKET FLEET
SECURED EXTRA GOOD
CATCHES.

The fish week at T wharf closes with 14 arrivals, all market boats, and some of them extra fine catches. Evidently a haddock school has struck on and some of the crafts set right on the heads of it.

Sch. Mary E. Cooney has 26,000 pounds, the largest fare in, and 25,000 pounds of this are haddock. Schs. Buema, Alice, Athena, Mattakesett, Jeanette and Ethel B. Penny each have from 15,000 to 20,000 pounds.

Prices were good when the market opened, haddock bringing \$3 to \$3.10, large cod \$4.50 to \$5, hake \$4 to \$6.25, and pollock \$3.50 to \$4.

Boston Arrivals.

The receipts and prices in detail are: Sch. Buema, 19,000 haddock, 500 cod, 200 hake.

Sch. Warren Mr. Goodspeed, 7500 haddock, 1500 cod, 2000 hake.

Sch. Alice, 15,000 haddock, 2000 cod, 2000 hake.

Sch. Athena, 14,000 haddock, 2500 cod, 1000 pollock.

Sch. Mattakesett, 15,000 haddock, 2000 cod, 2500 hake, 4700 pollock.

Sch. Belbina P. Domingoes, 9000 haddock, 2000 cod, 1500 hake.

Sch. Harriet, 13,000 haddock, 1100 cod, 600 pollock.

Sch. Jeanette, 15,000 haddock, 600 cod.

Sch. Elva L. Spurling, 6500 haddock, 800 cod, 2000 hake.

Sch. Galatea, 7000 haddock, 500 cod, 1500 hake.

Sch. Ethel B. Penny, 15,000 haddock, 2000 cod.

Sch. Helen B. Thomas, 9000 haddock, 1000 cod.

Sch. Mary E. Cooney, 25,000 haddock, 1000 cod.

Sch. Dixie, 500 haddock, 2500 cod, 500 pollock.

Haddock, \$3 to \$3.10 per cwt.; large cod, \$4.50 to \$5; market cod, \$2.75 to \$3.50; hake, \$4 to \$6.25; pollock, \$3.50 to \$4.